





Mails.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG. "GOEBEN" Capt. B. Wilhelm. WEDNESDAY, 21st April.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE. "PRINZ SIGISMUND" Capt. D. Loebe. FRIDAY, 23rd April, 10 A.M.

For further Particulars apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL TO and FROM JAPAN via SHANGHAI.

For SHANGHAI, KOBE, YOKOHAMA, TONKIN, CHARBONNEL, 12th April, P.M. MARSEILLES, via PORTS CALEDONNIEN, Bruno, 13th April, at 1 P.M. SHANGHAI, KOBE, YOKOHAMA, OCEANIAN, Magasin, 26th April, P.M. MARSEILLES, via PORTS ERNEST SIMON, Girard, 27th April, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £75.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 30th March, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots. S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL save your eyes from charge, and if you are wrong will put them right.

Latest Crooked. All kinds of Repairs. Spectacles for all requirements.

Ask for written for Illustrated Booklet on "Defective Sight" free.

LONDON. CALCUTTA. SHANGHAI.

1, 100, 200, 300, 400, 500, 600, 700, 800, 900, 1,000, 1,100, 1,200, 1,300, 1,400, 1,500, 1,600, 1,700, 1,800, 1,900, 2,000, 2,100, 2,200, 2,300, 2,400, 2,500, 2,600, 2,700, 2,800, 2,900, 3,000, 3,100, 3,200, 3,300, 3,400, 3,500, 3,600, 3,700, 3,800, 3,900, 4,000, 4,100, 4,200, 4,300, 4,400, 4,500, 4,600, 4,700, 4,800, 4,900, 5,000, 5,100, 5,200, 5,300, 5,400, 5,500, 5,600, 5,700, 5,800, 5,900, 6,000, 6,100, 6,200, 6,300, 6,400, 6,500, 6,600, 6,700, 6,800, 6,900, 7,000, 7,100, 7,200, 7,300, 7,400, 7,500, 7,600, 7,700, 7,800, 7,900, 8,000, 8,100, 8,200, 8,300, 8,400, 8,500, 8,600, 8,700, 8,800, 8,900, 9,000, 9,100, 9,200, 9,300, 9,400, 9,500, 9,600, 9,700, 9,800, 9,900, 10,000, 10,100, 10,200, 10,300, 10,400, 10,500, 10,600, 10,700, 10,800, 10,900, 11,000, 11,100, 11,200, 11,300, 11,400, 11,500, 11,600, 11,700, 11,800, 11,900, 12,000, 12,100, 12,200, 12,300, 12,400, 12,500, 12,600, 12,700, 12,800, 12,900, 13,000, 13,100, 13,200, 13,300, 13,400, 13,500, 13,600, 13,700, 13,800, 13,900, 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123,500, 123,600, 123,700, 123,800, 123,900, 124,000, 124,100, 124,200, 124,300, 124,400, 124,500, 124,600, 124,700, 124,800, 124,900, 125,000, 125,100, 125,200, 125,300, 125,



## Intimation.

# Powell's

are now showing  
special cretonne and  
curtain designs for  
the spring season

## CURTAIN

Madras Muslins in white  
or Eoru with plain,  
Frilled or Fancy  
Bordered Edges  
from 80 cts.  
per yard

## AND

Plain and Figured  
Harness and Book  
Muslins in White  
and Eoru

Brise Bise  
Blinds and Screens

## GRETONNE

Very special Plain Book  
Muslin Curtains,  
Frilled, 3 sides, in  
White only 3 1/2  
yards long  
\$5.75 per pr.  
4 yards long  
\$7.50 per  
pair

## SHOW

New patterns in Lace  
Curtains from \$5.00  
per pair 4 yards long

## SEE

Latest white ground  
and floral designs in  
washing Cretonne  
for loose covers  
and curtains

## WINDOWS

# POWELL'S

## ALEXANDRA

## BUILDINGS,

and

Queen's Road

## Auction.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions  
to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
on  
**TUESDAY,**  
the 13th April, 1909, at 11 A.M., at their  
Sales Rooms, No. 8, Des Vaux Road,  
corner of Ice House Street,  
A QUANTITY OF  
**AMERICAN BOOTS, UMBRELLAS,  
SOCKS, SINGLETS, &c.**  
Also  
**34,000 EGYPTIAN CIGARETTES.**  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 7th April, 1909. [178]

## Intimations.

**THE DAIRY FARM CO., LD.**

WE are Specializing in a Line of

**BACON and HAM.**

**EXCEPTIONAL QUALITY.**

Only 60 cents a lb.

Cut or Uncut.

Hongkong, 27th March, 1909. [191]

**THE DAIRY FARM CO., LD.**

**BUTTER.**

"BUTTERCUP" Brand ..... 73 cents per lb.

"DAIRYMAID" " ..... 75 " "

"DAISY" " ..... 80 " "

ALSO

FINE PASTRY BUTTER ..... 60 " "

BEST COOKING BUTTER ..... 70 " "

On and after 1st April, we will  
make no extra charge for cash  
purchases in small money.

Hongkong, 27th March, 1909. [197]

**INTERNATIONAL SLEEPING CAR**

and

**EXPRESS TRAINS TO**

(THE

**GREAT TRANS-SIBERIAN ROUTE**

**TO EUROPE.)**

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with any of the

**SHEWAN, TOMES & Co.**

Agents.

Hongkong, 1st July, 1909. [198]

**COLD STORAGE.**

**THE HONGKONG ICE COMPANY,**

LTD., have now 40,000 Cubic feet of

COLD STORAGE available at EAST POINT.

Stores will be open at 10 A.M. and 4 P.M.

daily, Sunday excepted, to receive and deliver

perishable goods.

**G. K. HAXTON,**

Manager.

Hongkong, 6th January, 1909. [199]

## Consignees.

**NORDDEUTSCHER LLOYD, BREMEN.**

**IMPERIAL GERMAN MAIL LINE.**

**NOTICE TO CONSIGNEES.**

**THE Steamship**

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the

hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godown, and all Goods remain-

ing undelivered after the 9th of April, will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 9th of April, at 9.30 A.M.

All claims must reach us before the 15th

of April, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

**NORDDEUTSCHER LLOYD,**

**MEICHERS & Co.,**

General Agents.

Hongkong, 2nd April, 1909. [195]

**NOTICE TO CONSIGNEES.**

**FROM SHANGHAI, YOKOHAMA, KOBE**

**AND MOJI.**

**THE Steamship**

"ARRATOON APCAR"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at Consignees' risk and expense into the

hazardous and/or extra hazardous godowns of

the Hongkong and Kowloon Wharf and God-

own Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

undersigned.

**DAVID SASSOON & Co. LIMITED,**

Agents.

Hongkong, 6th April, 1909. [199]

## To Let.

**TO LET.**

**ROOMS** suitable for Offices in No. 10, ICE  
HOUSE STREET, in rear of David  
Sassoon & Co.'s premises.  
**CHAMBERS** with Bathroom and use of  
Kitchen in No. 31, WYNDHAM STREET  
known as "College Chambers."

Apply to—  
**DAVID SASSOON & Co., LD.**

Hongkong, 1st April, 1909. [193]

**TO LET.**

**SHOP and DWELLING HOUSE, No. 78,**  
Queen's Road, Central.

Apply to—  
**S. J. DAVID & Co.,**

Princes Buildings.

Hongkong, 25th March, 1909. [192]

**TO LET.**

**No. 3 CLIFTON GARDENS, CONDUIT**  
ROAD.

**A HOUSE in WONG-NEI-CHUNG ROAD.**

**A HOUSE in RICHMOND TERRACE.**

**OFFICES in YORK BUILDING.**

**GODOWNS in PRATA EAST, BLUE**  
BUILDINGS, and No. 168, DES VCAUX

ROAD next to the Hongkong Hotel.

**FLATS in MORETON TERRACE.**

**No. 10, DES VCAUX ROAD CENTRAL,**  
1st Floor.

Apply to—  
**THE HONGKONG LAND INVEST-**  
MENT & AGENCY CO., LD.

Hongkong, 1st April, 1909. [191]

**TO LET.**

**NOS. 51, 53, & 55, WONG-NEI-CHUNG**  
ROAD.

Apply to—  
**HONGKONG & KOWLOON LAND**  
& LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [1248]

**TO LET.**

**GODOWN No. 54, DUNDRELL STREET.**

Apply to—  
**THE HONGKONG LAND INVEST-**  
MENT & AGENCY CO., LD.

Hongkong, 1st April, 1909. [192]

**TO LET.**

**TWO AIRY ROOMS** in a house on  
BRILLIANT TERRACE, first row, entrance  
from Robinson Road. Moderate Rental. For  
particulars, apply to—  
"HOUSEHOLDER,"  
C/o Hongkong Telegraph.

Hongkong, 5th March, 1909. [1239]

**TO LET.**

**OFFICES and ROOMS** on the 1st and 2nd  
Floors of No. 14, Des Vaux Road  
Central (formerly occupied by Messrs. Shewan,  
Tomes & Co.). Rents low.

Apply to—  
**THE COMPADORE DEPARTMENT,**  
E. D. SASSOON & Co.,  
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Hongkong, 24th February, 1909. [1188]

## Intimations.

**HONGKONG ICE COMPANY, LIMITED.**

It is hereby notified that on and after this

date, the selling price of ice, will be

reduced to HALF-A-CENT per pound.

**JARDINE, MATHESON & Co., LD.,**

General Managers,

**HONGKONG ICE COMPANY, LIMITED.**

Hongkong, 11th March, 1909. [1232]

**PABST BREWING COMPANY,**

**MILWAUKEE.**

**FRESH SUPPLIES**

**ALWAYS KEPT IN STOCK**

**BY**

**SIEMSEN & Co.,**

Agents for,

**HONGKONG & SOUTH CHINA**

Hongkong, 10th July, 1907. [19]

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**IN DRUGS (TASTELIKE) FORM.**

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**TRADE THERAPION MARK**

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Continental Hospitals for Rheumatism, Gout, Gravel,

Neuritis and other various ailments, has been found to be

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ESTABLISHED A.D. 1841.

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BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

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**HYGIENOL,**  
AND  
**BUBONIC PLAGUE!**

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It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

**HYGIENOL IS A POWERFUL**  
**DISINFECTANT AND**  
**GERMICIDE**

Price per Pint ..... 50 cents  
" " Gallon ..... \$2.00

**A. S. WATSON & CO.,**  
LIMITED.

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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DAILY—\$10 per annum.  
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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

**BIRTH.**  
On April 2, 1909, at Shanghai, the wife of A. F. DE LAPRO BARRADAS, of a daughter.

**The Hongkong Telegraph**  
HONGKONG, THURSDAY, APRIL 8, 1909.

**LOCAL AND GENERAL.**

\* \* \* TO-MORROW being Good Friday, there will be no issue of the Hongkong Telegraph.

Faking telegrams and a brief report of the Governor's visit to Canton are unavoidably held over from this issue.

NEWS has reached Singapore of a terrible massacre on board the Dutch steamer *Van Schuyt*, which occurred in one of the ports of the Sangha Islands. It is said that nineteen of the crew, including the European officers, were killed.

M. A. ISMAIL, of Hajos and Company, through his solicitor, Mr. Leo d'Almeida Castro, applied to the Chief Justice this morning for his discharge as a bankrupt. The Official Receiver stated that the discharge was suspended, adding that the bankrupt had contracted debts after he was insolvent. Discharge was refused for a year.

THE Colonial Secretary courteously informs us that Hongkong has been declared an infected port by the Government of Colombo.

THE population of New South Wales at the end of last year was 1,605,032, an increase of 31,858, of which 26,438 are due to the excess of births over deaths. The birth-rate was 26.79 per thousand of the population, and the number of marriages was 12,615; this being a record.

THE Services in the Seamen's Church (St. Peter's), West Point, on Good Friday will be: Morning Prayer and Sermon at 11 a.m. Shortened Evening Prayer and a Special Musical Service at 5.30 p.m. when an augmented choir will give a rendering of Maunders' beautiful sacred cantata "From Olvet to Calvary."

ON Good Friday, Evanson (shortened) will be sung at St. John's Cathedral, followed by a selection from the "Messiah" at 9.15 p.m. The soloists will be Mrs. Dealy, Mrs. Barratt, Mrs. Broughall, Mrs. Goldsmith and Mr. E. B. Ayris. The collection will be in aid of the Organ Fund, for which £1,400 is needed.

THE *New York Sun* of February 3, states that James J. Jeffries, the former heavy-weight champion of the world, is at present under training and that he has already taken off 15 lbs. It is expected that he will challenge Johnson should that individual be successful over Sam Langford at the London N.S.C. In the event of Langford being victorious, Jeffries has emphatically declared that he will never fight again.

THE Bill authorising the Indo-Chinese Administration to issue a loan of £5,000,000 (£2,200,000) for the completion of the Yunnan Railway was adopted by the French Chamber of deputies on 2nd ult. It was met by some little criticism, whilst M. Doumer, ex-Governor-General of Indo-China, defended the Bill. He explained that the line, which is destined to open up the rich province of Yunnan, will cost £1,000,000.

This crowded condition of New York harbour, has created a curious difficulty in connection with wireless telegrams. The companies report that the atmosphere is "fuzzed," which has come to be the technical word for the situation, when there are conflicting wireless messages. The currents become confused and a situation akin to the crossing of wires on land ensues. There is already talk of legislation to control this serious difficulty if possible.

This morning, in the Supreme Court, Mr. Justice Gomers presiding, E. A. M. Williams, accountant liquidator of the St. George's Club, brought action against J. Clelland, of Kimberley Villas, Kowloon, to recover the sum of \$25 due from the defendant, under Clause 5 of the Memorandum of Association of the club (in liquidation). Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiff. The defendant admitted the debt and judgment was entered accordingly.

**IMPORT CRICKET.**

HONGKONG TEAM.

The Hongkong team which is to leave for wotow per s.s. *Zaiching* to-morrow, Good Friday, from Douglas Wharf at 11 a.m. and is due back daylight on Tuesday, 13th inst., will be composed of:—J. Hall, K. S. Morrison, A. O. Brown, H. L. O. Garrett, R. E. O. Bird, G. Grimble, J. H. Mead, W. H. Williams, Capt. Balderstone, L. Weaver, F. Bevington, and O. D. Thomson (Scorer).

Teams are playing Cricket and Football.

**PROMISSORY NOTES DISPUTE.**

COUNSEL OBJECT TO HANDWRITING EXPERTS.

The action brought by Tsai Kan, a building contractor, of 85, Wellington Street, against Chung-Tsim Kwai, alias Chung-Chiu-Yu, a trader, of 40, Hollywood Road, to recover the sum of \$7,521.15, principal and interest alleged to be due by the defendant on several promissory notes, was continued in the Supreme Court, to-day, before the Chief Justice.

Mr. H. G. Calthrop, with whom was Mr. F. X. d'Almeida Castro, appeared for the plaintiff while Sir Henry Berkeley, K.C., instructed by Mr. C. F. Dixon, represented the defence.

The Chief Justice stated that he could not decide the matter without the aid of some handwriting experts, to testify as to whether the signatures on the promissory notes were those of the same person. He suggested that two European and two Chinese experts be called, the Europeans to be appointed by himself and the Chinese by the Registrar-General.

Sir Henry Berkeley could not consent to the suggestion. The experts to be appointed he said should be present in Court during the trial.

The Chief Justice remarked that that was not necessary. It was not done in the Imperial Bank of China's case.

Sir Henry submitted that the proceeding was not regular.

Authorities were cited at some length. Sir Henry (continuing)—We cannot consent to that procedure.

The Chief Justice—then I must give evidence at once. I did not want to come to any conclusion without the aid of experts, but I have already made up my mind on the matter. I think it will be unwise to object.

Sir Henry—There is no power for the procedure.

Mr. Calthrop also agreed with Sir Henry. If the experts were to be called, he said, they must be in Court to hear the evidence.

Sir Henry—There is no provision made for a judge to call in outside parties.

Mr. Calthrop—Then it would be a question of arbitration, not judicial.

The Chief Justice—No, no. I only want them to help me in the handwriting matter.

Counsel agreed to leave the matter in the hands of his Lordship.

The Chief Justice was of opinion that the signatures on the notes were made by the same person, and a day was fixed for further argument in the case.

**CANTON-KOWLOON**  
**RAILWAY.**  
AN HISTORIC EVENT.

**LAYING OF THE FOUNDATION STONE**  
**OF STATION BUILDING.**

**FELICITOUS SPEECHES BY T.E. THE VICEROY OF CANTON AND THE GOVERNOR OF HONGKONG.**

[From Our Special Representative.]

Shameen, 7th April, 1909.  
"We can run trains for through traffic with the British section on or before July 1st, 1911," such was the gratifying statement made by the Engineer-in-Chief of the Canton-Kowloon Railway (Imperial Chinese section), Mr. F. Grove, at the historic luncheon at Tai-sha-tau, Canton, to-day. The occasion was the commemoration of the laying of the foundation stone of the station building by His Excellency Chang Jen-chun, Viceroy of the two Kwang Provinces. To attend the function, which will have a prominent place in the history of the Chinese Empire and of the Southern Provinces in particular, the leading civil, military and naval officials of the six provinces were invited. The entire Consular Body resident in Shameen, the railway officials, Chinese Customs authorities, representative foreign merchants, and the British and Chinese Press of Hongkong also received invitations. Appropriately enough the Governor of Hongkong and suite were present in person at the entire function. Early in the morning the steam tender *Stanley* (Capt. G. Willoughby) conveying the Governor and party from Hongkong arrived. They were met by Mr. H. H. Fox, British Consul-General at Canton.

Off the Shameen Band, the *Petrel*, the Railway Company's motor house-boat, was dressed for the occasion. Several private launches also displayed bunting lavishly. Shortly after ten o'clock, the arrival of Mr. F. Grove, the Engineer-in-Chief, and his technical staff, signified the hour of departure for the scene of the day's activities. The guests had all just previously assembled at the landing steps and on the invitation of Mr. Grove boarded the *Petrel* for Tai-sha-tau. The *Petrel* was taken in tow by a launch and within twenty minutes of the start was safely made fast to the jetty off the new building of the future railway terminus. The official parties followed in other house-boats and launches. On the journey down river, as the *Petrel*, in her gala garb, passed the Chinese cruiser *Kiang Yu*, which was also "dressed" the sailors of the patrol vessel lined the deck and stood to attention. The courtesy was responded to by the civilians on the *Petrel* who acknowledged the compliment with "Hail off!"

Upon landing at Tai-sha-tau, the party was received with a guard of honour, who lined the road from the jetty to the mammoth pavilion in single files. The guard was composed of Chinese "braves" and members of the water police all uniformed in foreign style with peak caps which ill-suited the apparently raw recruits.

To keep back the crowd of natives—men, women and children—bamboo fences were erected giving a clear road all the way to the reception hall. Flags and bunting, crimson predominating in the variegated colours of which the decorations consisted, lent additional "life" to the animated scene which the surroundings presented. The office of the District Engineer, Mr. Moore, was converted into a reception hall, suitable appointments in Chinese design consisting of blackwood furniture and embroidered silk hangings having been provided for the occasion. A buffet was arranged in the Viceroy's—or central reception hall—and was laden with cakes, sweets and tea which were served to the visitors. After the Viceroy had arrived and taken his appointed seat, the guests were formally introduced to His Excellency. The Governor of Hongkong and party followed after the unofficial guests. Sir Frederick Lugard was accompanied by Mr. Consul-General Fox. With His Excellency was the party who had proceeded from Hongkong consisting of Capt. P. H. Mitchell Taylor, A.D.C., Capt. Simon, Private Secretary, Hon. Mr. F. H. May, C.M.G., Colonial Secretary, Mr. A. G. Fletcher, Assistant Colonial Secretary, and Lieut. C. W. Beckwith, R.N., Assistant Harbour Master.

After a short respite the guests were conducted to Tung Shan to inspect the new quarters of the railway staff. Most of the officials proceeded in chair, others on ponies, and a large number of the guests on foot. The Viceroy was provided with a special body-guard of armed soldiers, preceding whom were two standard-bearers who carried two huge dragon flags of Imperial yellow. Just as the procession led off to Tung Shan an amusing incident occurred at the entrance to the grounds of the reception hall. A wordy conflict between two members of the military and the water police threatened to assume a somewhat serious aspect—when one of the combatants screamed out, "Tai Tai!" which served as a rallying cry for one of his party to raise a carrying pole. Whistles soon summoned the soldiers to the scene of the undisciplined scramble and what the outcome of the fight was none concerned themselves as the visitors were soon on the march to Tung Shan.

Tung Shan is a little over a mile from Tai-sha-tau; the journey was negotiated under not very favourable conditions with the road made of soft earth over the railway embankment and across cuttings through the hillsides; the distance between the two points. The distance of interest in Tung Shan, even had completed

quarters for the railway engineers and staff. Four houses have been completely finished and two others are in course of completion. They are intended for the Engineer-in-Chief, district engineer, accountants, and the assistants. There are several acres of land around the buildings which are easily accessible by land and water. The place is well laid out with a drainage system, and have proper paths, and an avenue planted with trees. Prosperous villages surround the railway quarters within a half-mile radius, while imposing missionary buildings and schools have been erected within close distance of the engineers' quarters. The houses have been designed by, and built under the supervision of, Messrs. Furnell and Paget, architects.

After inspection of the buildings, the return journey was made to Tai-sha-tau where the party arrived shortly before 1 p.m.

**LAYING OF THE FOUNDATION STONE.**  
The Viceroy, Governor Lugard and other officials took up a position on the platform set apart for them. The stone was enclosed in yellow crepe. When the party had assembled, H.E. Wei Han, presenting a silver trowel to the Viceroy, requested His Excellency to lay the stone.

Complying, Viceroy Chang with the trowel spread some cement mortar on the south-western corner of the main wall built in red brick, and slowly the stone was lowered into position. Whereupon the Viceroy declared the stone "well and truly laid." Assisting in laying the stone was Mr. W. G. Moore, district engineer, who acted as general supervisor, and assistant engineers Keay and Thompson.

His Excellency's speech was then read in Chinese. It dwelt on the advantages which the completion of the line would accrue to the province.

On the call of Mr. Grove, three cheers and a "tiger" were given for Viceroy Chang.

The inscription on the stone reads:—  
Canton-Kowloon  
Railway  
Imperial Chinese  
Section  
This Stone  
was well and truly laid by  
His Excellency  
Viceroy Chang Jen-chun  
April 7th, 1909.  
Furnell & Paget,  
Architects.

The letters were engraved in gold. On the other side of the stone was the Chinese rendering of the English inscription.

In a cavity in the stone was deposited a brass box containing eight Chinese newspapers of to-day's date, a copy each of the *London Weekly Times*, the *Punch*, and the *South China Morning Post*, besides Bank-notes of \$5, \$10, and \$100 denominations of the Kwangtung Government, and coins of one, half-dollar, and twenty, ten and five-cent pieces of the Provincial mints. Copper subsidiary coins were also deposited.

The inscription on the silver trowel reads as follows:—

"Presented to His Excellency Viceroy Chang on the occasion of the laying of the foundation stone of the Canton station of the Canton-Kowloon Railway, April 7th, 1909."

**THE BUILDING DESCRIBED.**  
By courtesy of Messrs. Furnell and Paget, architects, the *Telegraph* representative was favoured with an examination of the plan and elevations of the building. It is to be a three-storied structure built in concrete and brick. The brick will be of the glazed pattern and are manufactured by the Government tile and cement works in Honam. The site of the station being all soft ground piling will have to be resorted to to secure a good foundation. The dimensions of the building are: 170 feet long by 60 feet wide. In designing the structure, the architects have taken great care to give it a strictly plain elevation, suitable to a railway station building. Without any superfluity of architectural embellishments it will have Doric columns made in the new Kwangtung red bricks. The exterior appearance will thus possess an effect somewhat after the style of the new section for the Chinese Imperial Maritime Customs which can be seen from the steamer as one proceeds up river to Canton.

To say that the construction will be carried out on strictly modern lines, is but to repeat what is to well-known of all buildings built under the supervision of this notable firm of architects. Reinforced concrete will be almost exclusively employed in floors, walls, columns, roofs and partitions, while the covering to the floors will be of glazed tiles, partly of local manufacture and partly imported from abroad.

The ground floor will have a vestibule or main entrance of 60 ft. by 40 ft. It runs through the main building on to a platform (tiny for the station) and on to a platform (tiny for the station) and on to a platform (tiny for the station). Two halls lead up to the offices and railway department on the floor above. A special feature of the upper floor is that the stone is inscribed from the works of the

Department below will not be heard overhead. The rooms on the first floor are identical with those beneath, there is one for the traffic manager and three traffic offices with a parcels office measuring 40 ft. by 20 ft. A mandarin's waiting room, a refreshment room, ladies' waiting room and lavatory accommodation complete the apartments of this floor.

Provision has been made on the uppermost floor for offices for the managing director, secretary, secretary's clerk, chief engineer and his clerks, maintenance engineer and his clerks and general drafting and drawing offices. There will be a large central hallway with an iron staircase. Inquiry offices, lavatory accommodation and a room for archives have been thought of and are provided for. There will also be a large dining room and kitchen for assistants, besides printing rooms and wash rooms. A large light well is located in the centre.

Two sets of staircases have been designed, and two each will be finished in iron and concrete, respectively. The roofs will be flat and are to be of concrete covered with reinforced Malholo water-proofing. An iron railing will be fixed round the roof which can be utilised for promenade. With the exception of the joinery for which Burmah teakwood will be employed throughout, the building is absolutely fire-proof. The windows will be glazed with plate and Mureneese glass in two different kinds. The building will contain its own water-supply and will be lighted by electricity. The large arc lamps for the main hall and platform will also be lit by electricity. Great care has been taken for the adequate ventilation of the building. To get an idea of the designers' thoughtfulness in this respect it need only be mentioned that the height of the ground floor is 17 ft. from floor to ceiling.

Necessary wrought iron fences, gateways and barriers have been arranged for.

As already stated, Messrs. Furnell and Paget are the architects who have given out the contract to the firm of Hop Woo, builders, who executed the contract for the site building of the International Banking Corporation on the Shameen.

**THE TIPPIN.**

After the laying of the foundation stone, the party adjourned to lunch. Special accommodation had been provided for this interesting part of the day's functions under a mammoth match shed covering the entire area of the future station building. The table was arranged in a horseshoe form. The interior of the match shed was profusely decorated with bunting and the flags of all the nations represented by the consular officials in Canton all of whom were invited and took part in the ceremony. Flanking the seats set apart for the Viceroy and the Governor of Hongkong were the dragon flag and the Union Jack. At the head of the table sat His Excellency Viceroy Chang Jen-chun; on his right sat His Excellency Sir Frederick Lugard; on his left was seated the new Tatar General, H.E. Chang Tai, next to whom was the Hon. Mr. F. H. May, C.M.G. Senhor Costa de Moraes, Consul for Portugal in Canton and Doyen of the Consular Body, was allotted a seat to the right of Sir Frederick. But in his absence the seat of honour was occupied by a Chinese official of high rank. The other guests who sat to the left were:—H.E. Wei Han, Yen Taotai, Mr. H. H. Fox, H.B.M. Consul-General, the Chinese Lieut.-General, Mr. Leo Bergholm, U.S. Consul-General, Mr. Tao, the Provincial Treasurer, Mr. Porter, the Commissioner of Education, the Provincial Judge, Mr. P. N. King, Commissioner, Imperial Maritime Customs, Taotai Wang T. on Lee, Surgeon-General, Mr. N. M. E. W. Eves, Engineer-in-Chief, Kowloon-Canton Railway British section, Mr. Wang, Mr. G. T. Lloyd (*South China Morning Post*), Mr. Watson, Mr. J. P. Braga (*Hongkong Telegraph*), Mr. S. Makins, Mr. Shaw, Representatives of the Chinese Imperial Bank, Mr. J. J. Thompson, Mr. D. P. Turner, Mr. A. W. Furnell, Mr. Liang, Mr. Butler, Mr. W. G. Moore, Mr. Luk, Mr. D. M. Fraser, Mr. A. H. Hyland, Kwangchow Prefect, Mr. Power, Mr. Joseph Lind, Mr. Fung, Mr. Tan, Representatives of the Chinese Press, Taotai Liang, Taotai Shu, Dr. Davenport, Chinese Lieut.-Colonel Mr. A. V. Bphuzoviz, Consul for Russia, the A. D. C. to the Viceroy, Mr. Al. Tigges, Vice-Consul for Germany, Capt. Simon, Private Secretary to the Governor, Capt. P. H. Mitchell Taylor, A.D.C. to the Governor, Capt. Walcott, R.N., Mr. Su, Mr. A. H. Harris, Commissioner, Chinese Imperial Maritime Customs, Taotai Shieh, Mr. Moyer, Taotai Lee, Lieut.-Com. Beckwith, R.N., Mr. Chang, Chow-ling, Mr. B. A. Halls (*Hongkong Daily Press*), Mr. Fung, Mr. F. Fischer, Mr. Secretary, Chao, Mr. C. M. Keay, the Pungy Magistrate, Taotai Chao, Mr. Yu, Mr. Chang, Director Chang, Mr. Chow, Mr. B. T. Boothby, Capt. F. C. Harris, Commander Liu, Mr. W. W. G. Ross, Mr. Li, Mr. G. S. Paget, Mr. G. E. Huijzen, Consul for Netherlands, the Sub. Prefect of Namhoi, Mr. R. S. Pratt, Mr. F. Hicks (*China Mail*), Mr. R. Christiansen, Mr. W. H. Donald (*New York Herald*), Capt. Wu, Mr. J. I. M. Drummond, Lt. Taotai, the Industrial Commissioner, Mr. A. G. M. Fletcher, Assistant Colonial Secretary, Hongkong, Mr. Sojawa, Consul for Japan, the Commissioner of Police, the Salt Commissioner, Dr. Rosler, Consul for Germany, Mr. F. Grove, Engineer-in-Chief, Canton-Kowloon Railway (Imperial Chinese section), H.E. Admiral Li Chun, Captain Bhabani, the Lieut. General, and C. H. Ross, representative, British and Chinese Corporation.

The tiffin was a sumptuous one; the catering was entrusted to the capable hands of Messrs. W. Farmer and H. Haynes, of the Victoria Hotel, Shameen. The menu was as follows:—

**Menu.**

Canton-Kowloon Railway  
Imperial Chinese Station  
Laying of the Foundation  
Stone of the Station  
Building

Fried Mutton Balls and Shrimp Balls  
Lamb Cutlets and Green Peas  
Pate de Foie Gras in Jelly  
Grilled Sole on Toast  
Cold Roast Turkey and Ham  
Cold Bologna Sausage  
Cold Roast Beef and Lamb  
Ice Cream and Cherries  
Gingerbread Tart  
Apple Tart  
Custard  
Cheese  
Candy  
Salo

After the menu had been discussed, H. E. the Viceroy, rising, proposed the toast "His Majesty the Emperor of China." It was loudly pledged by the Chinese officials who, with their foreign guests, received the toast standing.

"SUCCESS TO THE BRITISH SECTION OF THE CANTON-KOWLOON RAILWAY."

H.E. Wei Han, managing director of the Railway (Chinese section) proposed the next toast. He said:—I have much pleasure in proposing the toast to the success of the British section of the Canton-Kowloon Railway. It is very gratifying that we have with us to-day H. E. Sir Frederick Lugard, who, as Governor of the Colony of Hongkong, takes a great interest in the early completion of the British section of the Canton-Kowloon Railway. The junction of the British section with our own will be to our mutual benefit. I ask you all to drink to the early completion of the British section. (Applause.)

SIR FREDERICK LUGARD'S SPEECH.  
H.E. Sir Frederick Lugard said: Gentlemen, Mr. Wei Han has proposed the toast of the British section of the railway to most felicitous terms, and naturally as Governor of Hongkong there is no toast that I would sooner hear from the lips of the managing director of the Chinese section than "Success to the British section."

But, Gentlemen, the success of the British section depends upon the success of the Chinese section, for they are naturally inter-dependent. Neither toast can be fulfilled, neither section can achieve success, unless both work together, in a spirit of co-operation, with the one single object of making the whole line from Canton to Kowloon a success. Your Excellencies belong to the oldest of civilised nations; I belong to a nation which has endeavoured to carry the flag of civilisation into many dark places of the earth.

It has been said of the Chinese that they believe that all disputes should be settled in a spirit of amicable and logical argument; and it has been said of the British that the basis, the fundamental principle, on which they settle both their domestic and political questions is one of compromise. If we both carry into our dealings in regard to this railway these national characteristics we shall go far to achieve the aspirations to which expression has been given in proposing the toast of the British section of the railway. We are close neighbours—Hongkong and Canton—and we shall be closer neighbours still when this railway is completed. There will be no obstacle then to prevent His Excellency the Viceroy running down after breakfast from Canton, to lunch with me in Hongkong, and get back the same evening with plenty of time to spare for business or pleasure in Hongkong. But I understand it is one of the rules of the high office which your Excellency holds that you must not leave your jurisdiction, and I think that among the many reforms China is taking in hand at present this one has been overlooked. I hope you will not accuse me of revolutionary ideas if I suggest that the Viceroy of Canton should be allowed to lunch with the Governor of Hongkong when this railway is completed, whenever he desires to do so. (Applause.)

I congratulate you in that while the Northern provinces have spent much time in talking, you of the Kwangtung province have made some substantial progress with the Canton-Hankow Railway. This enterprise promises a great future for Canton as a centre of a great railway system in connection with the greatest port of the world. Gentlemen, it is a very great advantage that this Canton-Kowloon Railway should terminate in a great port such as Hongkong. It has taken some sixty odd years to build up the commerce and to create the enormous tonnage which at present frequents the port of Hongkong. No other railway in China will have a similar advantage. When the minerals, in which I understand the two Kwang provinces are so rich, are developed, and the coal fields in the North are also worked, it will be of enormous advantage to the Chinese to have railway access to a great port of the world in which the ships of all nations of her coal and her ore and then in exchange the commodities which she desires and which are brought by those ships from all parts of the world. Once again I would say that I hope we shall realise that our interests in this railway are identical, that the greater the prosperity of the one section, the greater must be the prosperity of the other; and that a foolish and selfish policy of isolation or jealousy will only defeat the interests of those who originate it. I thank you, Sir, for your good wishes for the completion of the British section. I wish you most heartily success with the Chinese section, and I hope that within any couple of years from now the whole railway will be opened, and I venture to express the hope that we shall employ these two intervening years in learning more thoroughly the lessons of mutual co-operation, and that petty disputes and jealousies are given up by the two great nations we represent. (Loud applause.)

**CHINESE PREJUDICES.**  
Mr. Woo, Foreign Secretary to H.E. the Viceroy, said that it had not been provided in the programme that the Viceroy should respond to the toast of Sir Frederick Lugard. But His Excellency the Viceroy thought that it would be a few words from His Excellency and that he would say that he highly appreciated the remarks made by Sir Frederick Lugard in regard to the completion of the British section of the railway.

After the Viceroy's speech, the Viceroy proposed the toast "Success to the British section of the Canton-Kowloon Railway."

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lency understood very well. For instance, there were some people in every part of the globe who had certain peculiar ideas of their own which in the absence of a more suitable term were called "prejudices." Prejudices were common to all sorts and conditions of people and His Excellency was afraid the Chinese, too, had their prejudices. There was yet another difficulty in the matter of railway construction in China—difficulties peculiar to location, as for instance ancestral worship which was a deep-rooted custom among the Chinese. These and other difficulties which the foreign engineer and his staff had to contend with. His Excellency desired to express his appreciation of the fact that the engineers and staff had shown a great deal of sympathy with the people, which had greatly helped them in their work. His Excellency had no doubt that during the two years construction work would be going on, the same sympathy would be shown to the people with the resulting harmony. Harmony meant success. (Applause.)

#### "PROSPERITY TO THE CHINESE SECTION."

Mr. Consul-General Fox:—Your Excellencies and Gentlemen,—I have been honoured with an invitation to propose one of the toasts on this auspicious occasion and that toast is "Success to the Chinese section of the Canton-Kowloon Railway." I suppose there are not many people in Canton or Hongkong, even among those present here to-day, who, if asked in an examination paper, "Tell us all you know about the Canton-Kowloon Railway," would be able to obtain many marks for their reply. Most of us have known for some time past that there is such a railway under construction; but we have had but a vague idea of exactly where it starts and where it ends and what it looks like. Possibly we have vainly tried to discover from the Peak in Hongkong the small speck in the mountains opposite which we are told is the entrance to the big tunnel on the Kowloon Railway, and coming up to Canton by steamers we have heard pointed out to us a group of red-roofed godowns which indicated the Canton terminus of the line. But to-day the curtain has been lifted; we have been allowed a peep behind the scenes, and it is our privilege to behold a railway in the making. It has always seemed to me that, among all the great works of man, a railway is the most wonderful. Because given plans and material there is no great difficulty about erecting a great building; and that amazing instrument of destruction—a modern battleship—can be put together once her measurements are determined with comparative ease and small risk of failure. Now anyone can make rails and rolling stock and locomotives, but the ability to create, mark out and construct a railroad is given to few. When one takes into consideration the countless obstacles that human ingenuity is called upon to overcome before an ordinary folk can be carried from one continent to another at express speed reclining at our ease in a saloon car, I think our admiration and our gratitude must go out to the men who make this possible. Now in some countries a railway engineer's chief difficulties are the physical obstacles he has to overcome, the rivers to be bridged, the mountains to be pierced, etc., but in others, such as China, to these hindrances are added the problem of ridding a line of railway through a densely populated and widely cultivated country. I think the man who can successfully pierce a line of railway through the province of Kwangtung is worthy to rank with an ambassador or cabinet minister, for he must have all the qualities which are possessed by those distinguished personages. One of our hosts to-day—I may almost say has accomplished this feat—and I ask you to join with me in offering him our sincere congratulations on his success. I allude to His Excellency Wei Han. (Loud applause.) Now it is the custom to commemorate the deeds of great soldiers and sailors by monuments of stone and bronze, on canvas and the written page. But we do nothing to honour the men who struggle and win the stubborn, valiant bloodless battles which must be fought in the making of a great railway in China. If we did, surely we should make up every here and there along the line tablets and monuments commemorating, say, the capture of a village by the railway forces under General Wei Han after a stubborn contest at the point of the dagger; the repulse sustained by General Grove at the hands of the clan of Leung, gloriously retrieved by that strategic flank movement which routed the adjacent clan of Leung; or the six weeks' siege that terminated in the surrender of Wu Li's potato patch. Nor do we commemorate in song or story the men who plan and build the railroad; men such as our host, the Engineer-in-Chief, who is spending the best years of his life helping to cover the face of the globe with this network of railroads which is one of the most potent factors in the cause of peace and the welfare of all nations. Almost a race apart are railway engineers, little known to ordinary folk. Taciturn men, except on occasions when they raise the voice in song, men often strangely altered, who come and go in motor launches suddenly and without notice, accustomed to dwell in houseboats and matchless, nevertheless always moving on. Men of few words who, when they do speak, do so in a language often quite unintelligible to their fellows, whose conversation turns on cofferdoms, fishpates, dogpicks and caksons. Men, in short, whose one object in life is to do the work they have undertaken speedily and well. And that Mr. Grove and his staff will succeed in this object I have no manner of doubt at all. (Applause.) Their names may be forgotten by those who come after, but their work will endure. *St. monumens, quare circumspice.* And gentlemen, as land cannot be acquired and a railway built without the expenditure of large sums of money, we must not forget the part played by the British and Chinese Corporation in the establishment of this railway. This Corporation has shown its faith in the future of the Canton-Kowloon Railway by advancing the funds required for its construction, and if the volume of the passenger traffic on the line should ever be taken as a criterion, I do not think they will ever have

causally gratifying to those who like myself are firm believers in the vitality of British enterprise in China to remark that the Corporation's representative here to-day is a member of one of the oldest British firms in China. (Applause.) Gentlemen, we all who have the interests of China—and South China in particular—at heart, confidently hope that in a few years' time, there will be through railway communication between Hongkong, Canton, Hankow and Peking—the Grand Trunk Line of China. Both you and I may one day be a traveller by the Great Northern Express from Hongkong to Peking, and as we come in sight of the Five-storied Pagoda and our train rattling whistling into the station on whose foundations we are now standing, we shall with pride explain to our fellow-travellers the ceremony on April 7, 1909, when Vicerey Chang laid the foundation stone of the railway buildings and that we were there to see him do it. Gentlemen, I ask you to drink "Success to the Chinese section of the Canton-Kowloon Railway and long life to its builders." (Loud applause.)

#### "CHINESE APPRECIATION OF BRITISH ENGINEERS."

H.E. Taotai Wei Han, managing director of the Canton-Kowloon Railway, Chinese Imperial Section, replied to Mr. Consul-General Fox's address in the following terms:—Your Excellencies and Gentlemen,—It is with the greatest pleasure that I rise to return thanks to the able toast of Mr. Fox, the worthy Consul-General for Great Britain, on behalf of the Chinese section of the Canton-Kowloon Railway, and I will not take up much of your time in doing so. Twenty years ago there were only the knowing few among the Chinese who appreciated the value of railways. Times have greatly changed since. Now people know it is a very good thing to have railways. Twenty years ago we could not make people interested themselves in railways. Now we cannot stop them taking perhaps a little too much interest in railway questions. Hence very naturally arises the cry "China for the Chinese." It does not mean unconditional exclusion of foreigners. I do not blame the people for it, and I am sure you do not. When foreign capital is tendered to China for the construction of railways, it is tendered with the best intention in the world. (Applause.) When terms are arranged that are fair and square, the Chinese are only too glad to accept foreign capital. They are as eager to have the assistance of experienced foreign engineers as we are in appreciating their worth. At present we have very few experienced railway engineers of our own. We look forward with confidence to that certain success of Sir Frederick's Hongkong University Scheme, which will render us great help in the near future and at some time I hope my Whampoa Engineering School will try its best to get the same good result. (Applause.) I shall leave Mr. Grove, the Engineer-in-Chief, my colleague, to deal with the technical part of the toast. He, as you will find, is able to give a very good account of himself and the important project which he is carrying through. I desire here to say that I have the greatest confidence in his professional abilities and judgment, and have been frequently struck with his economical arrangements in regard to matters of construction. (Applause.) I also take this opportunity to thank the British and Chinese Corporation for the assistance they have rendered us in many respects: in providing our good foreign staff from England and in getting our good material from suitable and economical markets. (Applause.)

#### AN OPTIMISTIC FORECAST.

Mr. C. H. Ross, of Messrs. Jardine, Matheson & Co., Ltd., of Hongkong, representing the British and Chinese Corporation, said:—Your Excellencies, Mr. Wei Han, and Gentlemen,—In response to the toast proposed by Mr. Consul-General Fox, I am impressed with the historic interest of the occasion. It marks a step in the progress of railway development in South China. Railway development is China's greatest need. There is no necessity for dwelling upon the economic gains and political advantages of improved methods of communication and transportation. These are now fully recognised by all the leading statesmen in China. Nevertheless, any event which serves to mark the spread of the idea is noteworthy, and in a sense, as I have said, historic. Gentlemen, the Canton-Kowloon Railway took a long time to get "under way." When I first came to China, this projected line formed a favourite topic of conversation, and many people then thought its construction would shortly be undertaken. Things, however, moved but slowly in the Far East, and though the Preliminary Agreement was signed in 1898, this did not materialise until 1907, when the Final Agreement was concluded—an agreement, Gentlemen, negotiated by one of the most patriotic and far-seeing officials in China (and a Cantonese), H.E. Tang Shao-yi. (Applause.) In acquiring land for a line of railway, passing through densely populated districts, such as those on the projected route between Canton and Samchin, it is but natural that difficulties arise. As in the early days of railway construction in England, so in this neighbourhood, where many owners of land and houses fail to appreciate the necessity for the compulsory acquisition of their lands and houses, or realise the eventual benefits to be derived from the proximity of a railway to their towns and villages. In this connection the difficulties against Mr. Wei Han have to contend are great. I can assure him, however, that his tactful handling of these matters has been watched with the greatest interest, and though the slow acquisition of land is regrettable, involving as it does delay in the construction, I have but little doubt that in the end, with His Excellency the Vicerey's kind assistance, all opposition will be overcome and the shortest and most direct of routes secured. (Applause.) Gentlemen, the ceremony of to-day is convincing proof that this railway is now within measurable distance of completion, and in Mr. Wei Han, Mr. Grove, and the entire staff—both Chinese and Foreign—after the wayward, convoluted path the good work already accomplished. (Applause.) When joined with the British section,

and with the neighbouring Canton-Hankow line, it will form an important link in that great projected and already partially completed chain of trunk lines, stretching with but one break from Peking in the North to Canton in the South and thence to the Colony of Hongkong. (Applause.) Your Excellencies and Gentlemen, I have just said that there is no need to dwell upon the regulated advantages of improved communications throughout the wide extent of that Great Empire within whose confines we stand. But though there is perhaps no such need I cannot refrain from contemplating the benefits which would—which will—arise therefrom. Arising therefrom it is easy to foresee a new era in the history of the Chinese people. Every railway will act as a conductor of new life, as a means of stimulating into increased activity old forms of civilisation. For so, I know not how many—on each side of each new track new wants will be created, new needs felt, new hopes aroused, fresh aspirations stirred. Internal intercourse and inter-provincial commerce will increase, a common spoken language will in time prevail, families will be banished from the land and the bonds of nationality will be strengthened, perhaps even a uniform currency may be established. These are some of the results which flow from the progress of railway enterprise in China, and which in my opinion there is no more truly beneficent enterprise. (Loud applause.)

#### "ENGINEERING FEATURES OF THE LINE."

Mr. F. Grove, engineer-in-chief, who, on rising, was received with loud applause, said:—Your Excellencies, Gentlemen,—I rise with much pleasure to join in the responses to Mr. Fox's kind toast, more especially as representing the foreign staff of our railway. Allow me to thank you for the kind manner in which the toast was received and to express our sincere appreciation of the good wishes and of the complimentary remarks made. The construction of staff on railway works are, sometimes, I am afraid, apt to become so much engrossed in the details of work and the attendant worries which are, under any conditions, present in some form or another, that the larger issues of the enterprise with which we are connected are somewhat obscured from our view. Such an occasion as the present is not only encouraging, but acts, as our Medical Officer would say, like an excellent tonic. To-day we have been doubly fortunate, first in the gracious presence of H.E. the Vicerey and other high officials connected with the Government of the province, and, secondly, in the kind attendance of H.E. Sir Frederick Lugard and representatives from the British section. (Applause.) Allow me to express, Gentlemen, on behalf of the staff, our pleasure and gratification, not forgetting to acknowledge the compliment paid us by the presence of the Consular body and so many representative gentlemen, and especially I would add our sense of indebtedness to the Vicerey for so kindly laying the foundation stone of the Canton Station Building. (Applause.) In responding to the toast proposed by the Consul-General for Great Britain, it may not be, perhaps, out of place for me to give a brief account of the progress to date. First, as to the definite alignment of the railway—this was undertaken in the autumn of 1907 and practically completed by May of 1908. Construction may be said to have generally commenced from July, 1908, or say 10 months ago, though small portions of land were purchased and made over before that date. At the present time land has been purchased for about sixty miles, and earthwork and bridgework are proceeding satisfactorily throughout this length. As to the works in progress which you have seen to-day, Gentlemen, I feel I must apologise that you should have gone so far to see so little. With good fortune attending us, however, a few months will see a great difference and rail laying should commence in the autumn. There is every prospect of our being able to open a length of thirty miles to traffic within 18 months from date, and I see no reason at present to depart from the terms of my estimate, which are that we can run trains for through traffic with the British section on or before July 1st, 1911. (Applause.) I should now like to say how much we appreciate the kind remarks made on behalf of H.E. the Vicerey by his Secretary when speaking in response to Sir Frederick Lugard's able speech. We thoroughly understand the difficulties of the Land Department and we do sympathise with the Chinese landowners and others in their rights of property, especially where connected with their cemeteries. Our wonder is that, having in mind special difficulties of the country, so great progress should have been made in land purchase. It has frequently been stated that we have no difficulties to contend with on the Chinese section. Well, we have no tunnels, and a great deal of our line is easy ground. The country we pass through for nearly fifty miles is somewhat of a *terra incognita*. I can promise the eventual railway traveller that he will find in many places an interesting line, both from an engineering point of view and also from the picturesque. The crossing of the East River valley is no small undertaking. In a length of eight miles we have total gradient opening of some 3,500 feet and during highest flood times the country becomes a huge lake with a depth of water averaging 10 feet or more. The total length of our line, as shown on the plan, is a little over 89 miles, making with the British section a length between the Canton and Kowloon terminals of 112 miles, considerably less than was anticipated at the time of the reconnaissance survey some years ago. In concluding this brief survey of our work, I may say that the team to which I have the honour of responding and the speeches made to-day, make me feel that much is expected of us. I should like here to state that the very cordial manner in which H.E. Wei Han, the Managing Director, conducts the Administrative Department is most fully appreciated, and I feel the greatest pleasure in acknowledging the very kind and friendly remarks made by him. I should like to say, Gentlemen, that I take no credit to myself that such harmonious conditions prevail. No one could fall to mark con-

dially with such a courteous gentleman as H.E. Wei Han. (Applause.) I can only add, Gentlemen, that our foreign and Chinese staff alike are giving much loyal help and that our endeavours will be to complete the work before us in such a manner that it shall be a credit to British engineers and in keeping with the importance of the undertaking. Gentlemen, I thank you for the kind manner in which you received the toast. (Loud applause.)

In the absence of Senhor Costa de Moraes Portuguese Consul in Canton, and Doyen of the Consular Body, Mr. Leo Barghois, U.S. Consul-General, briefly proposed a toast to the prosperity of H.E. Taotai Wei Han and Engineer-in-Chief Grove.

The toast was enthusiastically pledged, and suitable replies having been made by the two gentlemen, the proceedings were brought to a close, thus concluding a most interesting and novel historical ceremony that will remain indelible in the chronicles of the history of South China which is so shortly to be linked by railway connection with the most important port of Hongkong.

Mr. MacChung, photographer of Hongkong, took several fine photographs of the official groups and of the laying of the corner stone. The party re-embarked in their house-boats and launches and returned to Shamone.

#### "SHIPMASTER'S DIFFICULTIES."

##### JUDGMENT IN "TAK HING" COLLISION CASE.

An important judgment to the shipping community was delivered by Mr. Justice Gompertz, in the Supreme Court, this forenoon, in the action brought by the owners of the steamer *Tak Hing* in which they sought to recover damages from the owners of a night-soil boat with which the *Tak Hing* came into collision. The claim was to recover a certain sum of money for the delay of the steamer and for divers fees.

In giving his decision against the owners of the *Tak Hing*, His Lordship said:—With the concurrence of the parties I have considered the evidence in this case with the valuable assistance of the Assistant Harbour Master, Lieut. Beckwith, R.N. The facts as given in the evidence are, taking them as shortly as possible, as follows. At 3.30 a.m. on December 4, 1908, the plaintiff's company's steamer *Tak Hing* was proceeding through in the Southern Channel on the way to her wharf. Outside and before commencing to back into the wharf the captain saw the defendant's boat lying some twenty feet from the side of the plaintiff's company's private wharf. The night-soil boat was hailed by the *Tak Hing* without effect and the *Tak Hing* then came backing into the wharf and picked up, as she did so, the anchor rope of the night-soil boat with her starboard propeller. This entailed an expenditure of divers to clear the propeller and a delay ensued which resulted in loss of passengers.

The plaintiff's case is that as the night-soil boat was lying so as to obstruct the wharf and thereby committing an offence under section 3 (2) of the Merchant's Shipping Ordinance, 1906, defendants must be liable for the consequences and their claim to recover damages for the detention of the vessel and the divers fees. Now, it is a familiar principle of law that though the defendant may have been in fault yet the plaintiff cannot recover if the danger was one which might have been avoided by the exercise of ordinary diligence.

I have to inquire (1) Whether when the captain saw the night-soil boat close to the wharf, a state of things existed from which he should have inferred that it would be risky to come alongside. (2) If there was a risk on which he was bound to run was there any other course open to him at that time which a prudent man would have adopted? The answers I have with the help of Mr. Beckwith arrived at are as follows:—To the first question: In the circumstances it was not a prudent course for a vessel of the beam of the *Tak Hing* to come into a wharf on the side of which a junk was anchored within twenty feet. With a flood tide and an east wind the junk was probably lying away from her anchor and even if she had been moved out of the way by those on board the *Tak Hing* would be very likely to foul the moorings with the propeller. The answer to the second question is, that the risk was not one forced upon the captain in the sense that he was bound to take it. Even if he did not care to go to the other side of the wharf, which was disengaged, it would have been easy for him to drop his anchor outside until the tide was clear. No doubt steamers coming to have a good deal of trouble with these, especially at night.

I expected the captain's past experience had led him to believe that the obstruction might be removed before his vessel reached it. Under the circumstances, however, the plaintiff cannot succeed, and I must give judgment for defendants with costs.

#### SHIPPING AND MAILS

##### MAILS DUE

Indian (*Conklin*) 9th inst.  
French (*Tonkin*) 10th inst.  
Indian (*Namung*) 15th inst.  
Canadian (*Empress of China*) 16th inst.  
Indian (*Kamung*) 22nd inst.

The *s.s. Kaitong* left Manila on 6th inst., and is due here on 9th inst.

The *s.s. Sintang* left Haiphong on 6th inst., and is due here on 10th inst.

The *s.s. Suva* will leave Hanoi on 13th inst., and is due here on 17th inst.

The *s.s. Taiyue* left Sydney on 3rd inst., and is due here on 5th inst.

The *s.s. Nanchang* left Newchwang on 7th inst., and is due here on 14th inst.

The *s.s. Huichow* left Tientsin on 3rd inst., via Wei-hai-wei and Swatow, and is due here on 11th inst.

The Imperial German Mail *s.s. Princess Alice* which left here on 10th inst., at noon, arrived at Genoa yesterday at 7 a.m.

The *s.s. Cochin* will leave Hongkong on 6th inst., and may be expected here on 22nd inst.

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#### PARTNER OR MANAGER?

##### PUBLIC EXAMINATION OF DIRECTOR OF CONTRACTOR'S FIRM.

The managing partner of a firm of contractors, which got into difficulties some time ago, made some very interesting statements in the Bankruptcy Jurisdiction Court, this afternoon, when he was publicly examined into his and the firm's affairs by the Official Receiver—Mr. G. H. Wakeman.

The Chief Justice (Sir Francis Piggott) presided, and Messrs. Crowther, Smith, Lee, d'Almeida Castro and J. H. Gardiner, watched proceedings on behalf of the interest of a number of creditors.

Ng Tin Sang, the managing partner in the debtor firm, 19, Gage Street—a firm of contractors—stated that there were three other partners. The subscribed capital of the firm amounted to \$1,350, and were divided as under:—Witness had \$1,000 shares, Hang Sing Tong had \$1,000, and the other, Wing On Tong, made up the balance.

The Official Receiver—When was the business started?—About the middle of March, 1907. A man named Cheung Tsung promised to advance \$1,000 and become a partner; but he did not turn up.

Is he a partner now?—He says he is. But you called him a partner?—Yes.

Why?—He is not a partner. I called him so because he bought goods for us.

Why did he claim to be a partner?—Because he had charge of the business.

Isn't it funny that he should claim to be a partner in a bankrupt firm?—He had charge of the whole "show."

Do you know that this man has made an affidavit stating that he is a partner?—So he is. But haven't you denied all along that he was a partner?—Yes, but his name is in the share book as having one share, but his money was never forthcoming.

Has the firm ever made any profit?—No.

When you were manager did you borrow money from a man named Ng Ching Wah?—Yes, \$5,000.

Was there any collusion between you and the petitioning creditor to bring about these proceedings?—No.

Wasn't it a fact that you were about to abscond from the Colony during the proceedings?—No.

What was the reason for the failure of the firm?—We hadn't enough money to pay the creditors.

He had no property, no share in any property, and he did not know whether his partners had any property.

A representative of Messrs. R. Corney and Company cross-examined the witness, who decided that he had \$1,000 in the Yuen On firm. When the firm purchased the articles from Corney and Company witness was out of the Colony and did not know whether the firm was solvent or not.

Well, it is a funny thing that when you got the goods from us, you filed your petition in bankruptcy?—No, we did not.

What was the reason you sneaked away the firm's books in the night-time?—I don't know, I wasn't in charge of them.

The examination was adjourned *sine die*.

#### LADY'S COSTUME IN QUESTION.

##### SUES TAILOR FOR PRICE OF SILK.

Ladies' costumes when they have to be discussed before a judge are always of some interest, especially when it comes to the "latest fashion."

In the Supreme Court, this forenoon, Mr. Justice Gompertz presiding, a woman named Lottie Kingsbury was the defendant in an action brought by Yau Leo, a lady's tailor, of 11, D'Almeida Street, to recover the sum of \$10.75 for the making of a dress. A cross-action was also heard against the tailor for \$38.25, being the price of a piece of silk which he was alleged to have spoiled.

The parties appeared in person. The tailor stated in his evidence that about two months ago defendant gave him several yards of silk (about fifteen) with which to make her a dress. When the dress was finished defendant made some complaint. She said that the dress was too tight about the waist, too large elsewhere, and that the blouse was not the style she wanted. Plaintiff had the dress altered but still it did not come up to defendant's taste.

Mr. Justice Gompertz—What was the colour of the dress?

Plaintiff—Brown.

Asked by the Court as to whether the dress was in the building, defendant replied that it was at her home.

Lottie Kingsbury, who appeared to be somewhat over twenty-five years of age, was attired in a sky blue dress and a straw cut-down hat with brown trimmings. She stopped jauntily into the witness box and told her story at a rather quick rate. She deputed everything the tailor had said. She stated with much emphasis that about two months ago she gave the man a piece of silk with which to make her a dress. She told plaintiff not to spoil the silk—if so he would have to pay for the silk. The tailor said "Sure," the fair one went on, but when the dress came home it was spoiled, and would not fit. The tailor told me I wanted the dress made small, but I did not. I can't wear the dress. I have tried to let another lady

have it but neither would it fit her. She got very annoyed with the tailor and struck him, but that was settled at the Police Court. She had offered him \$7, but this he would not accept. Let him pay her the \$10, and she would give him the costume, which was so good to her.

His Lordship said he could not decide the case until he knew how much silk Miss Kingsbury had given the tailor, and adjourned the case for a week.

QUARANTINE restrictions have been imposed upon all arrivals from Hongkong by British North Borneo.

#### To-day's Advertisements.

##### THE TRADE MARKS ORDINANCE, 1898.

##### APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that KWONG YEE WING & CO., carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as "Flour Merchants," have, on the 9th day of March, 1909, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of two pieces of Sponge floating on water amongst some water plants. Above which is printed the word "Loverin" and the Chinese characters "露林" reading "Lu Yung," meaning two bodies or substances of the same nature but different in formation or colour, and below which are written the Chinese characters "黃裕榮" reading Kwong Yee Wing being the equivalent in Chinese of Kwong Yee Wing & Co.

In the name of KWONG YEE WING & CO., who claim to be the proprietors thereof. The Trade Mark is intended to be used by the Applicants, forthwith, in respect of the following goods:—

FLOUR in Class 41.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the Under-Secretary.

Dated the 7th day of April, 1909.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 8, Des Voeux Road Central, Hongkong.

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##### VICTORIA RECREATION CLUB.

##### TWELFTH ATHLETIC MEETING.

THE COMMITTEE OF THE VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of HONGKONG on SATURDAY, the 10th April, at 5 P.M., on the HONGKONG FOOTBALL CLUB GROUND (kindly placed at the disposal of the Committee) at the Happy Valley.

Admission to the Ground, Stand and Enclosure (Gentlemen) \$1.00.

Members of the Hongkong Football Club on presenting Membership Ticket—Free.

No persons other than Officials and Competitors allowed within the Course.

By kind permission of Lt.-Colonel Prior and Officers, 13th Rajputs, the Band of the Regiment will play during the afternoon.

FRANK LAMBERT, Hon. Secretary, V.R.C.

Hongkong, 8th April, 1909. [331]

##### TO LET.

##### HOUSES in AUSTIN AVENUE.

Apply to—E. M. RAYMOND, c/o Messrs. R. S. Kidson & Co., St. George's Building, Hongkong, 8th April, 1909. [330]

##### FOR SINGAPORE, PENANG AND CALCUTTA.

##### THE Steamship

##### "ARRATON APCAR."

Captain A. Stewart, will be despatched for the above Ports, on SATURDAY, the 10th instant, at 1 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID PASSOON & CO., LIMITED, Agents.

Hongkong, 8th April, 1909. [334]

##### NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubaltini United Companies).

##### STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MASSARA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PERSIAN GULF and BAHAMAS, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

##### THE Steamship

##### "ISCHIA."

Captain Felitto, will be despatched as above on WEDNESDAY, the 14th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 8th April, 1909. [16]

##### NORDEUTSCHER LLOYD BREMEN.

##### IMPERIAL GERMAN MAIL LINE.

##### NOTICE TO CONSIGNEES.

##### THE Steamship

##### "BULOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of April, at 4.30 a.m.

All Claims must reach us before the 15th of April, 1909, or they will not be recognized.

No Fire Insurance will be effected. Bill of Lading will be countersigned by the Under-Secretary.

##### NORDEUTSCHER LLOYD

##### MELBOURNE

Hongkong, 7th April, 1909.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.

(Subject to alteration).

From Hongkong.	From St. John or Quebec.
"EMPRESS OF JAPAN" SUNDAY, APRIL 11TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 9TH.
"EMPRESS OF CHINA" SUNDAY, MAY 2ND.	"EMPRESS OF IRELAND" FRIDAY, MAY 7TH.
"MONTEAGLE" TUESDAY, MAY 11TH.	A LAN LINER FRIDAY, MAY 28TH.
"EMPRESS OF INDIA" SUNDAY, MAY 23RD.	"EMPRESS OF BRITAIN" FRIDAY, MAY 15TH.
"EMPRESS OF JAPAN" SUNDAY, JUNE 13TH.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 18TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 22 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port .....

Via New York .....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent.

Copper Paddy Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

Steamship	On
SHANGHAI & MOJI CHUNSHANG	FRIDAY, 9th April, 4 P.M.
CALCUTTA KUTSANG	TUESDAY, 13th April, 4 P.M.
MANILA LQNGSANG	FRIDAY, 16th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI NAMSANG	TUESDAY, 20th April, 4 P.M.
S'GAPORE, PENANG & CALCUTTA FOOSANG	MONDAY, 26th April, Noon.

RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers *Kutisang*, *Namsang* and *Foosang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang, For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 8th April, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	T. SAIL
MANILA, ZAMBOANGA and USUAL	"OHANGSHA"	10th April, 4 P.M.
AUSTRALIAN PORTS	"OHANAN"	11th " " Daylight.
SHANGHAI	"HUPEN"	11th " " 4 P.M.
OHANGSHA and NEWCHANG	"KAPONG"	12th " " 4 P.M.
CEBU & ILOILO	"TENGSHIN"	12th " " 3 P.M.
NINCO & SHANGHAI	"TAIYING"	13th " " 4 P.M.
MANILA	"HUIKOW"	15th " " Daylight.
WEIHAIWEI & TIEN-SIN	"LINAN"	15th " " 4 P.M.
SHANGHAI	"ANHUI"	18th " " Daylight.
SHANGHAI	"TEAN"	26th " " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDOL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIEN-SIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chien, Linan, Chinkun), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Japanese and Northern China Ports.

N.B.—These steamers land passengers in Shanghai at the French Bui.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 55. Hongkong, 8th April, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing, Days
AMOI	1540	R. Rodger	AMOI & MANILA	FRIDAY, 9th April, at Noon.
ROBI	1540	R. W. Almond	MANILA	SATURDAY, 17th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO. General Managers.

Hongkong, 6th April 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail April 14th/09.
S.S. HONGKONG MARU	5,000 " "	" " June/09.
S.S. MANSHU MARU	5,000 " "	" " August/09.
S.S. AMERICA MARU	5,000 " "	" " October/09.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 1st April, 1909.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA and SOUTH AMERICAN PORTS.)

THE Steamship

"DEVANHA"

Captain W. Hayward, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 17th April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongalia*, 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be covered via Bombay by the R.M.S. *Calcutta*, due in London on 28th May, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 3rd April, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON & NEW YORK:

S.S. "DACE CASTLE" About 20th April.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Hongkong, 18th March 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SOUTHAMPTON, LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. R. Warner, R.N.R., will be despatched as above on or about 15th May.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 3rd April, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY.

OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship

"AMIRAL EXELMANS"

Captain Gens, is expected to arrive at this port on or about the 20th May, and probably will leave on same day.

For further particulars apply to the Agent

MESSAGERIES MARITIMES.

Hongkong, 6th April, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. R. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These New Steamers have excellent accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey—£1.10.

Meals—£1.10 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YOUNG & CO., LD.

SHIU ON & CO., LD.

20, 21, Queen's Road West.

Hongkong, 2nd April, 1909.

COMPAGNIE DES MESSEAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN"

Captain Ch. Riboulet, will be despatched for the above Ports on or about MONDAY, the 12th instant.

For Freight or Passage, apply to

A. DE CHAMPMORIN, Agent.

Hongkong, 5th April, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship

"GLAMORGANSHIRE"

will be despatched as above on or about the 20th April.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd April, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.C., SEATTLE & TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

1909

Aymrie 4,353 T. Shotton About 14th April.

Severic 6,252 Shotton 3rd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings, Hongkong, 8th April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions; Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd April, 1909.

HONGKONG—NEW YORK.

THE Steamship

"AMERICA"

Captain Gens, is expected to arrive at this port on or about the 20th May, and probably will leave on same day.

For further particulars apply to the Agent

MESSAGERIES MARITIMES.

Hongkong, 6th April, 1909.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUZ CANAL.

(With Liberty to Call at the Malabar Coast.)

S.S. INDRAMAYO FRIDAY, 1st April.

For Freight and further information, apply to

SHEWAN TOMES & CO.

General Agents.

Hongkong, 6th April, 1909.

SHANGHAI—NEW YORK.

THE Steamship

"AMERICA"

Captain Gens, is expected to arrive at this port on or about the 20th May, and probably will leave on same day.

For further particulars apply to the Agent

MESSAGERIES MARITIMES.

Hongkong, 6th April, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 8th April, 1909. 100 lbs. per 5 Mds.

DUTCHER MEAT.

Cent.

Heel sirloin & prime cut—Mai Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chang

Bullock's Brains—Know—per set

" Tongue fresh—Ngau Li—each

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tan-keok—per set

Mutton Chop—Young Pal Kwai

" Leg—Young Pal

" Shoulder—Young Shau

Pigs' Chins—Ohl cheong

" Chins—Ohl Know—per set

" Feet—Ohl Keok

" Fry—Ohl Chak

" Head—Ohl Tau

" Heart—Ohl Sum

" Kidneys—Ohl Yiu

" Liver—Ohl Kon

Pork Chop—Ohl Pal Kwai

" Corned—Ham Chu Yuk

" Leg—Ohl Lau

" Fat or Lard—Chu Yau

Sheep's Head and Feet—Young Tau

" Keok

" Heart—Young Sum

" Kidneys—Young Yiu

" Liver—Young Con

Sucking Pig, To Order—Chu Chai

Beef—Sung Ngau Yau

" Mutton—Sung Young Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Sik Kai

Ducks—Ap

Doves—Fan Kan

Eggs, Hen—Kai Tan







## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE DIVIDEND PERCENTAGE ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,000,000 \$500,000 }	\$4,006,331	{ Final of 2s and bonus of 1/- for 1908 @ ex 1/8 = \$25,834 }	5 1/2	{ 50 1/2 buyers London 2 1/2 to 3 }
National Bank of China, Limited	99,925	£7	£6	{ £4,000 £150,000 }	\$10,221	2s (London 1/8) for 1903		3 1/2
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$232,757 \$411,990 £125,000 }	none	2s for 1907	7 1/2	\$18 1/2 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 309,747 Tls. 218,777 \$1,000,000 }	Tls. 160,512	Final of 7/10 making 15/- for 1907	5 1/2	Tls. 100 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$202,478 \$120,000 \$727,649 \$1,000,000 }	\$2,506,011	{ Final of 2s making 2s for 1906 and interim of 1/10 for 1907 }	5 1/2	18 1/2 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$199,032 \$85,157 \$1,000,000 }	\$591,751	2s and bonus 1/2 for 1906	7 1/2	\$22 1/2 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$30	{ \$1,000,000 \$418,618 \$12,502 \$1,418,173 }	\$375,341	2s and bonus 1/2 for 1907	7 1/2	\$10 1/2
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 }	\$368,711	2s for 1907	8 1/2	\$31 1/2 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$164,638 \$99,067 \$1,000,000 }	\$1,015	1s for 1906		\$8 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$1,000,000 }	Nil.	2s for year ending 30.6.1908	7 1/2	\$15 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$607,100 \$70,425 \$12,344 \$1,000,000 }	\$20,279	Final of 2s making 2s for 1908	8 1/2	\$29 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	50,000	£5	£5	{ £1,000,000 £1,000,000 }	£23,755	{ 6/- for 1907 on Preference shares only @ ex 1/8 = 15/- for 1908 }	5 1/2	{ \$40 £20 }
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 100,000 Tls. 100,000 }	Tls. 14,510	Final of Tls. 2 1/2 making Tls. 3 1/2 for 1908	7 1/2	{ Tls. 50 buyers Tls. 50 buyers }
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$98	{ \$1,000 \$1,000 } for year ending 30.4.1908	4 1/2	\$23 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ Tls. 10,000 Tls. 48,470 Tls. 44,130 Tls. 8,000 Tls. 7,000 }	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 1/2	Tls. 45 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	1100	\$100	{ \$350,000 \$50,648 \$1,000,000 }	Dr. \$5,158	2s for year ending 31.12.08	3 1/2	\$137 1/2 sa. and b.
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	Dr. \$135,813	1s for year ending 31.8.08		17
Persk Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 0,173	Tls. 1 1/2 for year ending 31.8.08		Tls. 126 1/2 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £13,289 £1,000,000 }	£11,555	{ Final of 1/6 (coupon No. 11) for year end- ing 30.6.08 }	7 1/2	Tls. 18 1/2 buyers
Rub. Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1,000,000 £1,000,000 }	Dr. £2,191	No. 12 of 1/- = 48 cents		\$8 sales
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	Dr. \$7,421	2s for year ending 31.12.08		\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$10,102	Final of 2s making 2s for 1907		\$5 1/2 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$38,078	Final of 2s making 2s for 1908	10	180 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 13,743	{ Final of 2s making 2s for 1908 interim of 1/10 for 6 months ending 31st October, 1908 }	5 1/2	Tls. 85 buyers
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 10,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2	Tls. 16 1/2 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	15,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 25,000 }	Tls. 6,551	Tls. 6 for 1907		Tls. 103 1/2 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	Dr. \$4,200	2s for year ending 30.6.07		\$20 buyers
Central Hotel, Limited	50,000	\$15	\$15	{ \$1,000,000 \$1,000,000 }	\$1,411	2s on old and 60 cents on first new issue		\$17 1/2 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$293	Final of 2s making 2s for 1908	7 1/2	\$83 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	\$250,000	Final of 2s making 2s for 1908	7 1/2	\$93 buyers
Humphreys, Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$11,913	6 cents for 1908	7 1/2	\$84
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$5,486	2s for 1908	5 1/2	\$130
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,250,000 Tls. 1,250,000 }	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	7 1/2	Tls. 118 sales
Wan Chai Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$1,968	Final of 2s making 2s for 1908	9 1/2	\$44 sales
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 }	Tls. 8,820	Tls. 5 for year ending 31.10.1908	4 1/2	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$9,553	50 cents for year ending 31.7.08	5 1/2	\$9 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 }	Tls. 8,572	Tls. 6 for year ending 30.6.08 (8 1/2)		Tls. 93 1/2 buyers
Luen-king-mow Cotton Spinning & Weaving Co., Ltd.	5,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 4,720	Tls. 4 for 1908		Tls. 111
Soy Chee Cotton Spinning Company, Limited	4,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 15,911	Tls. 50 for 1908		Tls. 400 buyers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	5,604	£10	£10	{ £1,000,000 £1,000,000 }	£648	1/100 p. share or 1907 = \$1.037	10 1/2	\$10 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$1,000,000 }	Nil.	\$1.20 or 1908	10 1/2	\$21.30 sa. ex d.
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$61,138	60 cents for year ending 28.2.06		\$5
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$3,407	80 cents for 1908	10 1/2	\$91 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000,000 \$1,000,000 }	\$48	\$1.30 for year ending 31.7.08	5 1/2	\$14 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$3,716	Final of 5 cents making 50 cents for 1908	10 1/2	\$8.80 ex d. div.
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$212	75 cents for 5 months ending 31.12.07	8 1/2	\$12
Hall & Holt, Limited	21,000	\$20	\$20	{ \$1,000,000 \$1,000,000 }	\$8,957	2s for year ending 28.2.08	10 1/2	\$24 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$9,321	2s and bonus 20 cts. for year ending 29.2.08	6 1/2	\$19 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	\$7,616	Final of 2s making 2s for 1908	9 1/2	\$170 sellers
Manchurian Cotton Spinning Co., Ltd.	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$8,900	Final of 2s making 2s for 1908	10 1/2	\$24
Peak Tramways Company, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 65,111 Tls. 65,111 }	Tls. 216,682	{ 1st Quarterly div. of Tls. 12 1/2 for account 1908 }	6 1/2	Tls. 78 1/2 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$7,471	80 cents on fully paid shares and 60 cents on 100 Founders shares for yr. end. 31.5.07	6 1/2	\$14
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	none	2s paid shares for year ending 30.4.08	4 1/2	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 18,640	None		Tls. 112 buyers
Shanghai-Somatra Tobacco Company, Limited	30,000	Tls. 30	Tls. 30	{ Tls. 22,820 Tls. 75,000 }	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	12 1/2	Tls. 132 1/2 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ £1,000,000 £1,000,000 }	Tls. 5,750	Final of 2s making 2s for 1908	12 1/2	Tls. 437 1/2 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	Dr. \$50,632	Final of 2s making 2s for 1907		\$24
Steam Laundry Company, Limited	30,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	\$236	40 cents for year ending 31.5.08	7 1/2	\$34 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 305	Tls. 6 1/2 for year ending 30.4.07	5 1/2	Tls. 94 buyers
Union Waterworks Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$1,721	60 cents for year ending 31.12.08	5 1/2	\$10 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$1,350	{ 80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07 }	6 1/2	\$23 buyers
Watson, (A. S.) & Co., Limited	99,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$6,428	Final of 50 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2	\$9 buyers
William Powell, Limited	15,000	\$7	\$7	{ \$1,000,000 \$1,000,000 }	none			\$2 1/2 buyers

\* These shares are entitled to half of the profits.

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## Intimation.

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as it were, of the vital force that sustains the

system. No matter what may be its cause (for they

are almost numberless), its symptoms are the same:

the more prolonged, being sleep, loss of

weight, prostration, or weakness, depression of

vitality and want of energy for all the day's

work. Now, what does this mean? It means

that the system is broken down, and that the

vital strength is exhausted.